



Space for cycling: How do we make it happen?



Roger Geffen

Campaigns and Policy Director
CTC, the national cycling charity





Context

- Political momentum: Times campaign, Love London Go Dutch, Get Britain Cycling, forthcoming Cycling Delivery Plan. (But it won't last...)
- Local momentum: Enthusiasm from cities, campaign groups growing in strength
- Government committed to 'fine words' of GBC, but not targets, design standards or funding



- London Cycling Campaign's "Space for Cycling" slogan has resonated locally
- An opportunity to strengthen the 'cycling vote' and our ability to maximise synergies between local and national campaigning



Get Britain Cycling report

Its 18 recommendations cover:

•Leadership, commitment & long-term funding

- Cross-departmental action plan
- Targets to increase cycle use to 10% of trips by 2025 and to 25% by 2050
- £10 per head annual spending on cycling, increasing to £20ph as cycle use grows
- Budget contributions from across Whitehall, e.g. health, education, sport, business
- Local funding commitments to rise in line with growth of cycling

•“Cycle-proofing”: redesigning roads, streets and communities

- Statutory duty to consider cycling at early stage in planning/design of road / traffic schemes and new developments (including cycle parking provision)
- Highways Agency to improve cycle access along/across Trunk Road and M’way corridors
- New regulations and design standards reflecting continental best practice

•Safety

- 20mph speed limits the norm for urban streets
- Action to limit lorries on busiest roads at busiest times
- Strengthen road traffic law and enforcement

•Positive promotion and cycle training

- Cycle training in all primary and secondary schools
- Adult cycle training also to be widely available
- Cycling to be positively promoted as safe, normal and enjoyable for people of all ages and backgrounds

Get Britain Cycling

Summary & Recommendations





Cycling Delivery Plan: Criteria for our endorsement?

- *Targets/ambition*: more and safer cycling to be monitored locally and nationally
- *Funding*: at least £10 per head annually
- *Cycle-proofing*: cycle-friendly design in all road / traffic / planning / maintenance schemes
- *Safety* (actual and perceived): including driver awareness/training, traffic law/enforcement and lorries, as well as infrastructure
- *Cross-departmental / organisational commitment*: positive promotion by all relevant players (health, education, businesses, recreation/tourism etc).



Space for Cycling: Campaign objectives

- **Political objectives**

Local and national political commitment to consistently high cycle-friendly design standards and the funding needed to implement them.

Need to get commitment to min-£10/head annual cycle spending into all national party election manifestos (2015).

- **Organisational objectives**

Capacity building:

- Greater visibility and more members for local campaign groups
- Stronger links and synergies between local and national campaigning



Narrative

- Cycling has enormous health, economic, environmental and quality of life benefits.
- Politicians locally and nationally have responsibilities to deliver the conditions where anyone of any age can cycle safely, conveniently and enjoyably for any journey. This will help create healthy and liveable streets and communities which improve quality of life for all.
- Please support calls from CTC, LCC and local cycle campaign groups for consistently high standards of cycle-friendly planning and design, and the funding needed to deliver this.



Cycle planning: a VERY rough guide (1)

“Integrate where possible, separate where necessary”

- Traffic reduction and speed reduction are still the top solutions, “dedicated space” is for main roads where these aren’t politically feasible.
- Traffic restraint is best: capacity, parking, pricing.
- On low-speed / low traffic roads 20mph limit and/or quality street design.
- Contraflows, road closures and other “filtered permeability” or traffic calming (cycle-friendly – avoid pinch-points).
- Removal of centre lines.





Cycle planning: a VERY rough guide (2)

- On busier urban roads, dedicated space needed – wide cycle lanes or bus lanes, or segregation if done well.
- Cycle tracks needed beside fast / major inter-urban roads (few interruptions or pedestrians). Can also be useful where there is plenty of space, e.g. avoiding need to cross roads.
- Key infrastructure spending priority is addressing major junctions and other barriers to movement. No point gold-plating the links if the junctions are still lousy!
- If LA budget only covers white paint, it's probably better on road than pavement





Priority at junctions: a key issue for segregated facilities

- In cycle-friendly countries, turning drivers give way to straight-ahead cyclists, even on green lights.
- In UK, drivers assume they have priority, and regs currently prevent this being reversed.
- Shoreham Road (Brighton): pushing the boundaries within current regs.
- New solutions now being trialled by TRL, prior to (possible) reg changes in 2015 (er, they've been normal in EU countries for years!)





The Plan

- Phase 1 (Spring '14): Enlist Space for Cycling supporters, strengthen / form campaign groups. Coincides with Space for Cycling in London
- Phase 2 (Early summer '14): Mobilise Space for Cycling supporters to enlist support from Councillors. PR opportunities from Tour de France
- Phase 3 (Late summer / early autumn '14): Mobilise Space for Cycling supporters to contact MPs ahead of party conferences, to influence manifestos

All 3 phases have both political objectives (securing commitments to Space for Cycling demands) and capacity-building objectives (strengthening local campaign groups and links with national objectives)



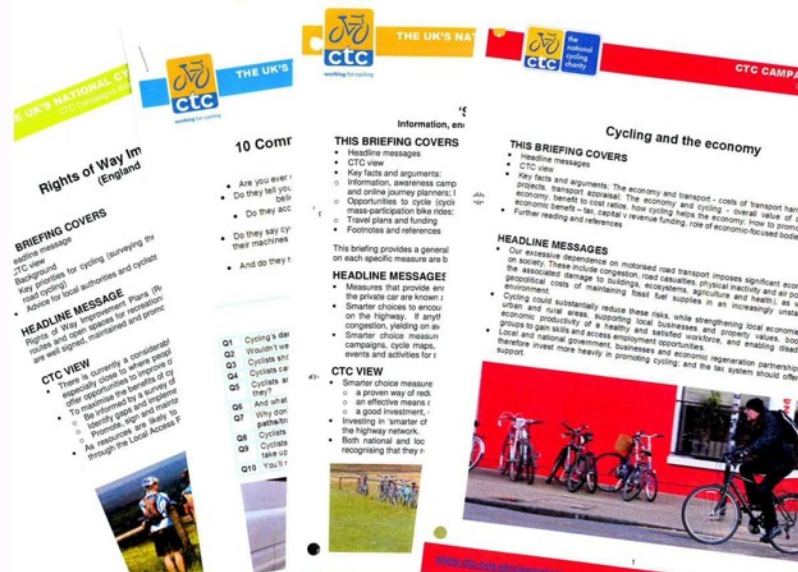
Benefits

- **Individual cyclists:** Opportunity to take part in nationally co-ordinated campaign with local benefits, and opportunities to join/form campaign groups.
- **Existing campaign groups:** A hook to publicise local manifestos and/or for campaigning in 2014 elections. Small grants prog to produce materials.
- **Existing AND new campaign groups:** Opportunities to take part in nationally co-ordinated campaign, increased visibility, new members, campaigner training workshops. Secures local politicians' commitments to key campaigning aims, opportunity to strengthen links with national campaigning.
- **National campaigning:** strengthen the 'cycling vote', more political and individual backers for 'Space for Cycling' demands, commitments in party manifestos?



Strengthening support for local groups (partly subject to more funding...)

- Affiliation package (n.b. you don't have to support CTC or its policies, but it's nice if you do!)
- Campaigns briefings
- Mapping groups, helping new ones to form
- Co-ordinated campaigns using Cyclescape
- Emails and/or use of campaigning software for strategic campaigns
- Networking / training events – and a network of training vols



Cycletopia

- A visualisation of a model cycling town, based on what is already happening in the UK.
- Includes infrastructure, promotion, integration and leadership
- You don't need to dream of the Netherlands, it can be done here too!





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